Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1092 **Const Calendar Day:** 665 **Date:** 31-Mar-2014 **Monday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** cloudy am; rain showers 1045; heavier rain 1300

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

On site today from VGO is Rob Rutledge. Dave Van Dyke flies to the Bay Area today in the afternoon. Rob arrives on site at 0800, takes lunch between 1200 and 1300, and leaves the site in the early afternoon to pick up Dave Van Dyke from the airport.

VGO primarily works today on the program to collect the data, add the calculated channels, and produce plots for the two times a day reports for TR's 12 &13. Also today, VGO fits up the TR 12 displacement transducer to verify the fit with the adjacent blocking under the jacks and rod, but the instrumentation is not installed today.

Crews at the Pier 7 warehouse area are working a scheduled 8-hour shift 0700 through 1530 today, with the work of one ironworker (Jared Garret) and one operator (John Sabatino) on CCO 314 all day and the work of one laborer (Carlos (Pedro) Garcia) in the morning only on CCO 314 (0700-1200). At about 1015, rain showers start, then heavier rain starts at about 1300 including thunder and lightning (including a strike at or near the Pier 7 warehouse area), but ABF continues working until after 1400 before the superintendents/management calls an end to the work at the Pier 7 warehouse area – because of the end time after 1400, per union agreement, the ironworkers and operators are paid a full 8-hour shift.

At TR's 12 & 13, the first work is to remove the visqueen covers over the portions that were protected from this weekend's rain. Then laborer does a final cleanout of the wet chambers - there was a small amount of rainwater in the wet chambers that is vacuumed out. A bead of caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is applied around the base of the AE sensor previously epoxied by CT-METS to the painted coupler inside the wet chamber – the bead of caulk is to seal the epoxy product from the NaCl Solution and cover any areas of the coupler where the paint removal for the epoxy operation wet slightly beyond the AE sensor footprint.

At TR 13, a bead of caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is applied to the end of the test rig where the end plate will be erected. The TR 13 south end plate at the wet chamber is erected starting about 0745. The installation of the A325 bolt assemblies to secure the end plate is complete by about 0805, but the A325 bolt assemblies are not tensioned yet. At TR 12, a bead of caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is applied to the end of the test rig where the end plate will be erected. The TR 12 south end plate at the wet chamber is erected starting about

0810. The installation of the A325 bolt assemblies to secure the end plate is complete by about 0830, but the A325 bolt assemblies are not tensioned yet. The A325 bolt assemblies tensioning by the turn of the nut method (snug plus 1/2 turn) at TR's 12 & 13 is started about 0840 and is complete about 0910.

At about 0915, the spherical washers and spherical nuts are installed on the test rods at TR's 12 & 13. This is temporary at this stage, pending the addition of the intentional holiday to the galvanizing, to be followed by caulk at the washers and Teflon plumbers tape at the nuts.

Meanwhile, the laborer is working in the morning on the blocking under the jacks at TR 12. This work was previously completed at TR 13. The jacks rest on lugs welded to the end plate and the jacking beam, but the plans also call for blocking under the jacks. The blocking is set so that it does not push the jacks up off the lugs (jacks would react in the non-centered position if they were shifted) and are more like backup or secondary support for the jacks. Also, the blocking under one of the two jacks (the east jack) needs to be compact so that it will not interfere with the VGO displacement transducer setup that clamps to the jacking rod, extends as far away as possible from the jacking rod towards the jacks, and reacts against the end plate. The laborer finishes blocking under the jacks at TR 12 by about 0900. VGO verifies that the displacement transducer setup clears the newly installed blocking.

As a result of rain showers this weekend, because of the intentionally plugged DI per the approved SWPPP, water collected in the test rig area. The water is sampled and tested by ABF (Bill O'Sullivan) today at about 0800, the results are provided to CT, and the approval is given today by CT by 0900 to pump the water to the next DI per the approved SWPPP. Starting about 0900, after the approval was given by CT and after the laborer finished the timber blocking installation at TR 12, the laborer sets up the pumps in the low spot of the lake to pump the water to the next DI. Pumping starts about 0930. Because the lake has some oil on the surface as a consequence of the recent work in the area, while the water is being pumped from the low spot, the oil sheen on the surface is collected with a shop vac and placed in 55-gallon drums for later disposal. Pumping is complete about 1100. However, the laborer continues work at this location until noon to put away the pumps and hoses and to continue addressing oil on the ground in the test rig area, including use of a shop vac and absorbent pads. There is additional rain in the afternoon and the lake at the CCO 314 test rig area builds again in the afternoon, which will be addressed tomorrow.

After the end plate and nut/washer work is completed by the ironworker and operator after 0915, pallets of sandbags are brought from the storage area south of the test rig area. After adjusting the position of the TR 12 jacking beam, the nuts on the anchors for the guide angles at TR's 12 & 13 are tightened. After about 1030, sandbags are installed to the north of TR 12. An additional 10' k-rail (CT purchased k-rail previously stored near the test rigs) is added at the north end of TR 12 for the future support of the traffic plates. After lunch the first traffic plate north of TR 12 is set about 1245. Then the second traffic plate north of TR 12 is set about 1300. Rain showers start about 1015, then heavier rain starts at about 1300 including thunder and lightning, so after 1300, most of the work at the CCO 314 test rig area is putting away tools and covering up parts of the test rigs. Then, after 1400, ABF stops work for the day due to weather.

Also at TR 12, there is some work today to address the hole punched in the bellows/flashing on a previous day. This morning, Adeka KM String (6mm diameter) is placed through the hole in the material, with a knot in the string tied on either side of the sheet of material to secure it. Then, caulk (Loctite 598 High Performance RTV Silicone Gasket Maker, product approved by the DJV for use in the wet chamber) is applied around the Adeka KM String on both sides of the bellows/flashing surface. This caulk will be allowed to cure, then additional caulk applied if necessary and the bellows/flashing flange will be secured at a later date.

With the installation of the south end plates at TR's 12 & 13 this morning, the geometry of the test rods are final and the intentional holiday in the galvanizing can be made. The DJV's Doug Williams and Hayat Tazir are on site between 0950 and 1045 to add the intentional holiday in the galvanizing to the test rods at TR's 12 & 13. The intentional holiday in the galvanizing is made by a diamond saw (diamond impregnated string) along the tops of the test rods for the first engaged thread of the test nuts (actually 3 valleys of the threads in each rod in the vicinity of the first engaged thread from the nut). When the intentional holiday in

the galvanizing is complete, the nut and washer are put back on the rod to protect it. The final steps of caulk at the washers and Teflon plumbers tape at the nuts are not completed today.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used for parts of the day, mostly by the laborer for the pumps/vacuum and for power tools for working with timber. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor – IR P185 ABF ID 000002 is on idle/standby at the test rig work area most of the day and is used briefly when the end plates are bolted with an air gun. An Extendable Forklift, a Hyster 120, and a Hyster 155 forklift are used at the test rig work area at different times of the day. A Kubota Cart is used in the morning by the laborer at the test rig work area. Two water pumps are used today to move water from the test rig area per the approved SWPPP.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces
10' ABF k-rail = 4 pieces
20' rented k-rail = 16 pieces
20' ABF k-rail = 19 pieces
Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:
Engineer Kelvin Chen - 6 hr
Ironworker Jared Garrett - 8 hr
Operator John Sabatino - 8 hr
Laborer Carlos (Pedro) Garcia - 5 hrs
Radio (3 radios) - 21 hrs
Kubota Cart - 5 hrs
Extendable Forklift - 2 hrs
Hyster 120 Forklift - 2 hrs
Hyster 155 Forklift - 2 hrs
7 kW Generator - 5 hrs
k-rail: 16 pcs @20' and 4 pcs @10'
Crane Mats (12x12 - 5'x16') - 4 pcs
Crane Mats (12x12 - 5'x7') - 15 pcs
See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Field and Office 8 hours on Cesar Chavez Holiday: Field 0700 through approximately 1400, and in the office through 1530 working on various CCO 314 issues. ABF is working in the field from 0700 to after 1400 when work stops due to rain. ABF's shift is 0700 to 1530 (but leave early due to rain at after 1400). My shift and my OT hours are 0700 to 1530 on this State Holiday.